

PROGRESS.

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ST. JOHN, N. B., SATURDAY, NOVEMBER 14, 1896.

PRICE FIVE CENTS

Colonial Railway.

MONDAY, the 7th September... WILL LEAVE ST. JOHN

Express from St. John for Quebec and Montreal... WILL ARRIVE AT ST. JOHN:

NADIAN PACIFIC RY. Train Service... LAND BOSTON & C.

Atlantic Ry. Express Trains... RUPERT.

Express Trains... OPINION... press Co.

Express Rates... Express Co.

Express Rates... Express Co.

Express Rates... Express Co.

Express Rates... Express Co.

RESULT OF A BLUNDER.

THE NEW WHARVES AT SAND POINT BADLY DAMAGED.

The Filling Disturbed by the Pressure of Earth and Water—Who is Responsible—Some Blunders and Expensive Mistakes—Who Appointed Foreman Thompson.

When PROGRESS appeared last week many scores of men were working day and night pushing forward the work of wharf and warehouses building at Sand Point.

When the gang of men knocked off Saturday evening the scene was one of bustle and activity—four hours later practically all the work that had been done was undone.

A landslide it was called and sure enough that was the proper term in one sense for the partially completed wharves were in a great measure destroyed by a movement of the earth that had been dumped against the piling, which disturbed and distorted those supports to such a degree that all hope of continuing the same plan of structure has been practically abandoned.

About 8.30 Saturday evening the piling began to bend and snap under the pressure of the earth and water behind it and the work passed like electricity that the great amount of building that had been done was moving toward the slip.

Then it was, when the tide receded that the full nature of the destruction was revealed and told these spectators who had some practical knowledge of such work that a grave mistake had been made in the method of construction.

Who made that mistake has not been clearly shown yet for the aldermen are mere anxious now to remedy it and proceed with the work than to investigate the cause.

The first work was to unload the laden cars and remove them from the place of danger. Volunteers for this work were not numerous—in fact it was difficult to obtain men at all to venture upon the flat cars at first, so insecure did their position seem but at last some of the more venturesome went to work and the cars were cleared.

Some of the aldermen and some of the newspapers warned the council that it was attempting something it knew nothing about but all the advice and warning went for naught. The result has proved the wisdom of the advice.

But, how was all this mischief done? What was the great force that would disturb so much piling (if it was properly driven) and disturb the wharf to such an extent that it is practically useless.

It is difficult to describe without a diagram but let the reader imagine three parallel lines the first of which represents the space to be filled in, the second the wharf and piling and the third the slip where the dredge had dug in some places to a depth of 28 feet.

Again in the rear of the first parallel is the street upon which another gravel train is working dumping its many carloads day by day to meet the embankment made by the gravel train dumping from the wharf.

Of course an immense amount of earth had been deposited—the engineer estimated about 13000 square yards—and the belief is now that it had been properly dumped that the accident would never have taken place.

were between which the tide flowed into the big gully behind the wharves—a channel would be a better term to describe it. Through this the tide not only ebbed and flowed but the vast volume of water from the mill pond poured through the sluice way behind the wharf and making a swift current carried the loose gravel into the slip which the city was paying \$600 every day to make deep enough for ocean steamers.

Can any one imagine a contractor looking sharply after his own interests, permitting such a waste as this when by a little precaution the mill pond stream might have been turned to the face of the wharf? The effect of it passing behind it and out over the gravel can easily be imagined when it is stated that where the depth had been 28 feet soundings showed that the slip had been filled in in some places to 18 feet and in others to 13 feet.

This was a blunder so apparent that when inquiry was made about it at the council board, afterward the mayor endeavored to smooth the matter over by saying that the turning of the current caused by the volume of water from the mill pond was under consideration.

Under consideration, forsooth! When the mischief is done it is rather late to consider how to prevent it, but this is simply one instance of how lax has been the management of the wharf construction.

But the damage having been done the aldermen met Monday to consider the matter and the faces of those who had advocated that the city proceed by day work were not as cheerful as they might have been.

When the city made up its mind to go into business for itself at Sand Point and construct wharves according to the ideas of the aldermen and not of the city engineer it was forgotten that such an article as red pine would be necessary for a portion of the work.

Then it was that the aldermen pursued the only wise course that has marked the progress of the work they determined to seek the advice of practical wharf builders who would know what they were talking about and D. W. Clark with the Messrs. Roberts and Alderman Stackhouse were asked to make a report upon the situation.

The question has been asked again and again, who has charge of the work at Sand Point? Is it Engineer Earle or Director Smith or is there anyone else who directs how things shall be done?

There is no doubt that when the first news of the accident was heard that the engineer was blamed by a good many for what had occurred, but that opinion has veered around when the facts came out and Mr. Earle is no longer held responsible by those who know what was going on.

The appointment of this man to such a responsible position was something that the council itself did not understand but it turned out to be one of the director's sudden moves that he makes without the knowledge or counsel of any one.

Mr. Smith's nature must be impetuous and impatient of restraint for he goes ahead without any authority save his own, makes appointments, orders work done, and reports to his committee afterward.

In fact he disregards the authority of the council in every instance and permits the aldermen to find out as best they can why such and such a thing was done.

It is important that the relatives and debtors of the former representative from the west side should be considered.

If Mr. Thompson had been a wharf builder and was thoroughly acquainted with such work there would have been some excuse for his appointment, but so far as PROGRESS can learn he has not been engaged in any such work.

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before the council were decided by the advisory board. This at length brought out a protest from the other members of the council and the power of the advisory board has been curtailed.

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IT DOES NOT ADVANCE.

THE HIGH CHURCH PARTY IS AT A STANDSTILL IN N.S.

A Review of the Various Episcopal Clergymen and how They Stand on High and Low Church Matters—the Party Makes Very Little Advancement.

HALIFAX, November 11.—Some one remarked the other day, that the high church party of the Church of England in Halifax, has powerful, or rather determined adherents but that the party, as a section of the church is making little, if any advance, in this part of the country.

A prominent member of a Church of England in this city, and, one who knows what is going on, was asked the other day what he thought of this. The question he was first asked was:

"Is the high church party growing in Halifax?"

"No, it is not," he replied. "I believe that in point of numbers and of wealth, it has for some time been at a standstill or is in fact, been going backwards."

"Then there is Rev. F. H. Almon," PROGRESS informant went on to say.

"The rector of Trinity is so 'low' that there are some high churchmen in this city who refuse to recognize him as a churchman at all."

"But what of the ministers who are supposed to be high?"

"Well, as I said, I attend what is called a high church myself. Rev. Mr. Crawford, the rector of St. Luke's pro-cathedral, when he was called from Hamilton, Ont., was supposed to be high, but he has shown no inordinate leaning in that direction since coming to Halifax."

"Who would you say are the most pronounced high church men in Halifax?"

"That is a rather straight question, but I think I can answer it. But first, I would say, there are more high church women in Halifax than men."

"There are two men who stand out prominently as high church men—Rev. Dean Gilpin, of St. Luke's, and Mr. Thomas Brown, same church. Dean Gilpin has often been accused of being ultra high."

Some years ago Hon. A. G. Jones publicly charged Dean Gilpin with holding erroneous views for a Church of England minister, especially referring to his connection with a certain religious order which Mr. Jones considered objectionable.

goes to great lengths in his ritualistic views. Dean Gilpin abounds in good works.

"Beside Dean Gilpin, as the other extreme high churchman. I would place a layman, Mr. Thomas Brown. Mr. Brown can see very little good outside what is called high churchism."

"Give me an instance, will you of Dean Gilpin's policy?"

"The candle question at the Bishop's Chapel is an interesting case when Bishop Courtney was away for his health two or three years ago Dean Gilpin was in charge of the Bishop's Chapel, and he did his best to have lighted candles on the altar."

"On the other hand the presentation of the cross, to St. Matthias church against the wishes of the people of that congregation, in which Mr. Brown had so prominent a part, and a gift which ultimately the people refused to accept, is a sample of the aggressive policy which this other leader of Halifax high churchism is apt to put into practice."

Beyond the fact then, that lady high church adherents in Halifax outnumber the male followers of that party, and that Dean Gilpin and Thomas Brown are the two advanced leaders of the party in this city, I do not know that I am in a position to tell you more."

WAS IT KLEPTOMANIA?

A Dumb Beggar Enters Several Houses to Beg and Steal.

"I am dumb; I lost my speech eight months ago through an attack of typhoid fever; a little of your kind charity will be thankfully received by Edward Graham, was the inscription that decorated the breast of a tall, brawny looking man who has recently been seeking aid from the kindly disposed of this city."

"Lastly, we have the rector of St. Matthias church as 'low' as any of those mentioned."

"But what of the ministers who are supposed to be high?"

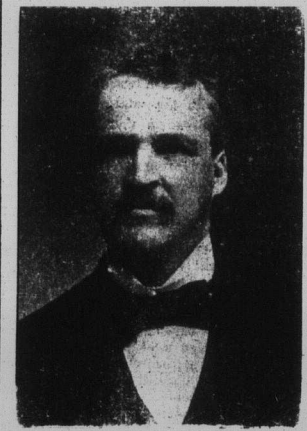
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R. BARRY SMITH, Esq. Works, they both waged a strong fight against the prisoner, but Smith put up a neat defence for "Jim" against a strong wave of public opinion as well as the "tramp nuisance" cry which told heavily against the prisoner.

How the Aldermen Stand. But how do the aldermen stand in this crisis. Who have stood by the contract system and who have been advocates of other schemes.

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